Non-operating revenue of Air India

3065. PROF. (SHRIMATI) BHARATI RAY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that non-operating revenue of Air India has increased from about Rs. 144 crores to Rs. 288 crores during April, 2000 to February, 2001; and

(b) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) The non-operating revenue (Net) of Air India Limited has gone up from Rs. 92 crores in 1999-2000 to Rs. 236 crores (Provisionally) for the year 2000-01.

(b) The non-operating revenue has gone up primarily due to increase in unclaimed liability towards passenger & cargo written back during the year 2000-2001. Further rectification and write back of other liabilities during the year 2000-2001 since no longer required.

Permission to private domestic Airlines on International routes

3066. SHRI R.S. GAVAI: Will the Minister of CIVIL AVIATION be pleased to refer to answer to Unstarred Question 1683 given in the Rajya Sabha on the 7th August, 2001 and state:

(a) whether Government propose to allow private domestic airlines to operate on International routes; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) No private domestic airline has so far been allowed to operate scheduled flights on international routes.

Commercial use of Brahmaputra river

3067. SHRI DRUPAD BORGOHAIN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government have any plan to use the Brahmaputra river route for commerce;

(b) whether Government have negotiated with Bangladesh to make this route fully viable for commerce; and

(c) if so, the details of the proposal of Indian Government and the reaction of Bangladesh Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI DIGVIJAY SINGH): (a) The Government of India has already declared a portion of River Brahmaputra (i.e. from Dhubri to Sadia) as National Waterway No. II. This stretch is maintained for commercial movement and passenger traffic movement.

(b) and (c) To make the route viable (from Dhubri to Guwahati) for commerce, the Government of India has negotiated an agreement with the Government of Bangladesh. As per the agreement, Bangladesh can use Dhubri and Guwahati for loading/unloading of export cargo as well as in-transit cargo bound for Calcutta.

"Sharing of inter-country trade and transit cargo" as per item No. (18) of the existing Protocol signed between the two countries, reads as under:

> "The two Governments having accepted the recommendations of the Working Group agree to sharing of the carriage of inter-country trade and transit cargo on an equal tonnage basis (i.e. 50:50) by the vessels of signatory countries to and from porsts of call/customs stations including *extended places of loading and unloading* under customs formalities and supervision. The competent authorities of the two countries will take steps as have been recommended by the Working Group in order to operationalise the sharing through appropriate measures keeping in view that expeditious transportation of cargo is in the mutual interest of both countries."